

Our country owes a great debt of gratitude to General Frix for his decorated military service and accomplishments. A West Point graduate, he served our country for 34 years, earning the rank of Major General and numerous decorations including two Distinguished Service Medals, 26 Air Medals, and two Meritorious Service Medals.

Through two tours each in Vietnam and Germany, he distinguished himself as a leader, but his duty in the Middle East is most notable. As Chief of Staff and Deputy Commanding General of U.S. Army Forces Central Command during Desert Shield and Desert Storm, he was instrumental in rescuing Kuwait from Saddam Hussein's siege. Commanding the Joint Task Force Kuwait, he led the enforcement of U.N. Resolution 688.

Following his military service, General Frix turned to a different kind of battle, that of decommissioning, cleaning-up, and restoring U.S. Department of Energy former nuclear weapons fabrication and materials production sites. Formerly at the Rocky Flats, Colorado site and currently at the Hanford site in my state of Washington, he manages personnel and multimillion dollar budgets in order to accomplish the clean-up and disposal of highly radioactive, toxic and hazardous materials. At the helm of the DynCorp company, he and his employees have achieved an outstanding environmental safety record.

All the while, General Frix uses his talents for the benefit of others and remains committed to serving his community as the national president of the Army Aviation Association of America Scholarship Foundation and as a lifetime member of the Disabled American Veterans. In addition, he has used his military management skills to retire council debts and raise almost \$10 million in endowment as a member of the Blue Mountain Council Executive Board and Senior Vice President of Finance.

General Frix willingness to help his community extends into his professional career in which he and his colleagues at DynCorp have worked side by side to construct park facilities and renovate a local cancer treatment facility. He is highly regarded by business associates as a community leader who sets an example for others to follow.●

#### REIT ANNIVERSARY

● Mr. GORTON. Mr. President, the real estate investment trust, or REIT, turned 40 years old yesterday. It has been a remarkable four decades for this investment vehicle. The goal of Congress in creating REITs back in 1960 was to give the small investor an opportunity to invest in portfolios of large-scale, commercial properties. Today, anyone and everyone can buy shares of real estate operating companies that focus on particular sectors or regions of the country.

In January, the REIT Modernization Act will take effect. Adopted by Congress last year, this law will permit REITs to remain competitive in the real estate marketplace by creating subsidiaries to offer the same range of tenant services provided by its competitors. And, as the REIT marks its 40th anniversary, so too does its association, NAREIT, the National Association of Real Estate Investment Trusts. NAREIT's annual convention will be held here in Washington, DC next month, and we wish them well on another successful event.●

#### ENROLLED BILL PRESENTED

The Secretary of the Senate reported that on today, September 15, 2000, he presented to the President of the United States the following enrolled bill:

S. 1374. An act to authorize the development and maintenance of a multi-agency campus project in the town of Jackson, Wyoming.

#### INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second times by unanimous consent, and referred as indicated:

By Mr. INHOFE:

S. 3056. A bill to amend the Internal Revenue Code of 1986 to exclude from gross income certain profits of businesses operated in connection with a public-private partnership with Centers of Industrial and Technical Excellence established by the Department of Defense; to the Committee on Finance.

By Mr. KENNEDY (for himself and Mr. DASCHLE):

S. 3057. A bill to amend the Public Health Service Act, the Employee Retirement Income Security Act of 1974, and the Internal Revenue Code of 1986 to protect consumers in managed care plans and other health coverage; read the first time.

By Mr. KENNEDY (for himself and Mr. DASCHLE):

S. 3058. A bill to amend the Public Health Service Act, the Employee Retirement Income Security Act of 1974, and the Internal Revenue Code of 1986 to protect consumers in managed care plans and other health coverage; read the first time.

By Mr. MCCAIN (for himself, Mr. GORTON, and Mr. SPECTER):

S. 3059. A bill to amend title 49, United States Code, to require motor vehicle manufacturers and motor vehicle equipment manufacturers to obtain information and maintain records about potential safety defects in their foreign products that may affect the safety of vehicles and equipment in the United States, and for other purposes; to the Committee on Commerce, Science, and Transportation.

By Mr. WELLSTONE:

S. 3060. A bill to amend the Hmong Veterans' Naturalization Act of 2000 to extend the applicability of that Act to certain former spouses of deceased Hmong veterans; to the Committee on the Judiciary.

By Mr. ASHCROFT:

S. 3061. A bill to require the President to negotiate an international agreement governing the recall by manufacturers of motor vehicles and motor vehicle equipment with safety-related defects; to the Committee on Foreign Relations.

#### STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

Mr. MCCAIN (for himself, Mr. GORTON, and Mr. SPECTER):

S. 3059. A bill to amend title 49, United States Code, to require motor vehicle manufacturers and motor vehicle equipment manufacturers to obtain information and maintain records about potential safety defects in their foreign products that may affect the safety of vehicles and equipment in the United States, and for other purposes; to the Committee on Commerce, Science, and Transportation.

MOTOR VEHICLE AND MOTOR VEHICLE EQUIPMENT DEFECT NOTIFICATION IMPROVEMENT ACT

Mr. MCCAIN. Mr. President, I rise along with several of my colleagues to introduce legislation to reform the process used by the National Highway Traffic Safety Administration to investigate and order recalls for safety related defects in motor vehicles. We introduce this legislation today partly in response to the recall of 14.4 million Firestone tires and the 88 deaths and more than 250 injuries associated with those tires.

Over the past two weeks in a series of House and Senate hearings, we have begun to learn the details of how the National Highway Traffic Safety Administration, Ford Motor Company and Bridgestone/Firestone failed to detect and effectively respond to defective tires that were killing or causing serious harm to consumers. Based upon the still mounting evidence, it is increasingly difficult to believe that neither the companies nor NHTSA knew anything of this problem until after this summer. Annual claims reports from Firestone show an increase in claims associated with the tires subject to the recall beginning in 1996 through 1999. Ford also received numerous complaints about Firestone tires on Explorers in overseas markets. These complaints were significant enough to cause Ford to replace tires in 16 foreign countries. NHTSA was notified on at least two occasions by State Farm Insurance Company that there may be a problem with Firestone tires on Ford Explorers. Taken individually each of these incidents may not be cause for alarm. But taken collectively it is difficult to believe that no one realized this was a problem until a month ago.

I cite these facts not as evidence of guilt but as an example of the problems with the current system. NHTSA has neither the resources, the statutory authority nor the internal processes to detect and remedy safety related defects in timely fashion. The current system must be changed. When manufacturers fail to tell the truth or purposely neglect to report safety data, and people lose their lives, severe penalties must result.

It is my hope that in the remaining days of this Congress we can move from recrimination to reform. Our attention to ensuring the safety of the driving public must not be fleeting. It